

APPROVED
MINUTES OF THE MEETING
2 August 2001

Projects Reviewed

South Lake Union Park Wharf
Parks NMF/ CRF
Mt. Baker Rowing and Sailing Boathouse

Convened: 10:30am

Adjourned: 2:30pm

Commissioners Present

Tom Bykonen
Ralph Cipriani
Jack Mackie
Cary Moon
David Spiker
Sharon Sutton

Staff Present

John Rahaim
Layne Cubell
Brad Gassman
Sally MacGregor

2 Aug 2001 Project: South Lake Union Park Wharf

Phase: Design Development

Previous Reviews: 18 May 2000 (Scope Briefing/ Update)

Presenters: Colleen Brown, Department of Parks and Recreation (DOPAR)
David Hewitt, Hewitt ArchitectsAttendees: Lee Belland, City Budget Office
Hamilton Hazlehurst, Vulcan Northwest Inc.
Scott Kemp, Department of Design, Construction, and Land Use
Peter Marshall, DOPAR
David Pierce, PN and D Engineering Consultants
Bob Sittig, Maritime Heritage Foundation
Scott Voelker, Hewitt Architects
Craig Webster, Maritime Heritage Foundation

Time: 1 hour (SDC Ref. # 169 | DC00051)

Action: The Commission appreciates the briefing and makes the following comments and recommendations.

- **The Design Commission commends the design team for the high quality of design and the development of the architectural details;**
- **commends the design team for the level of craft and articulation of materials throughout the project, including the metal railing, the elevated wood seating, and the light prisms inset into the pier floor deck;**
- **welcomes the inclusion of the whimsical, oversized cleat and believes that this will be an exciting attraction for children;**
- **believes that the social and viewing areas are appropriate and responds to the sensitivity of the different users;**
- **encourages the team to explain, through an interpretive design element, the use of the prisms as a means to light the fish passage;**
- **recommends that the incorporation of the interpretive signage panels should not detract from the beautiful craft and design of the handrail;**
- **encourages the team to investigate the development of an interpretive element to recognize the unique character of Lake Union;**
- **in future work on the design of South Lake Union Park, hopes that DOPAR develops even more gestures that recognize the natural environment of Lake Union; and**
- **approves the design development of the project.**

The South Lake Union Park Wharf will be adjacent to the Maritime Heritage Center in the old Naval Reserve armory buildings and represents the first phase of the park's development. The wharf will be used as an access and viewing area for historic vessels; the wharf includes finger piers that would be located between the vessels and a small ferry dock. The design team presented the design development of this project, which included many detail and material decisions regarding paving materials, lighting, seating, and railings and a design intent to provide passive activity opportunities within an active space.

The floor finish of the wharf would be a concrete slab, with ¾" bright stainless steel screeds to serve as

expansion joints. The deck of the wharf would also contain prisms, set in collars, to bring light into the fish passage. The railing around the edge of the wharf would be bolted to the topping slab, with canted supports at seven-foot intervals. The handrail would have a wooden cap, while the base footrest would have a bronze or brass plate face screwed to the top of the galvanized tube. The seating area along the edge of the building would be an eighteen inch curved wooden seat. An oversized cleat would be installed at the eastern edge of the seating area; the ADA accessible ramp to the seating would be behind this cleat. The design team explained that an electronic interpretive information system might be incorporated into the design in the future; this element would be a panel, inset within the module of the railing. The interpretive display might address the historic vessels, South Lake Union Park, and Lake Union. The conduit for this system would be incorporated in the topping slab. Three light towers would announce the path to the historic vessels; the light supports would be canted opposite the handrail.

Key Commissioner Comments and Concerns

- Would like to know how the team determined the need for and location of the prisms. Would like to know if these prisms will assist the smolt, traveling along the water's edge.
 - Proponents stated that the prisms are intended to light the near-shore area, where small fish commute. Further stated that there are differing opinions on the desired light level. The proposed light level has been approved, and the team developed a pattern that would accommodate this light level. The pattern produces some shaded areas in addition to some lighted areas. The area around the piers would be lit. Proponents further stated that the success of this system would be monitored throughout a two-year study. Further stated that there is no exact science or criteria that the team has used to locate these prisms. Further stated that this scheme is modeled after the type of lighting that was often used in historic ships to bring light into areas below deck.
- Encourages the team to display this lighting system to its full capacity. Believes that a prism should be displayed and its use explained. Believes that this design detail is exceptional. Would like to know if the team considered glazing some of the surface of the wharf.
 - Proponents stated that this system, including the ecological study and the science of the prisms, could be explained in the interpretive displays. Further stated that a full glass system would dirty easily. The team has not found any glass to be sufficient to withstand emergency vehicles.
- Commends the team for the thoughtful consideration and design of social spaces and play spaces. Would like to know how vessels will not bump into the railings.
 - Proponents stated that piles would be driven into the lake. There would also be cleats, bull rails, and rubber bumpers in the front and on the sides of the piers.
- Commends the team for the visually intriguing design complemented by the use of color, light, and texture. Would like the team to explain the aural environment at this location.
 - Proponents stated that the abundance of activities at the site contributes to the aural experience; seaplanes take off and land in this proximity. Further stated that visitors may be able to hear some boat traffic. There are also birds, geese, and native animals. Further stated that the South Lake Union Park would have hard and soft conditions at the water's edge. The soft, natural edges would host nesting grounds for animals.

- Believes that the ADA access is in an appropriate location and is integrated within the complete design scheme, rather than an additive component.
- Would like to know how the design accommodates the two-foot engineered “tide” of Lake Union and Lake Washington. Would like to know how the path would transition between the dock and the floating piers.
 - Proponents stated that this would be articulated in the aluminum truss connection with horizontal bars between the wharf and the pier. The handrails would accommodate the changes as well.
- Would like to know if the historical vessels would be changed often. Would like to know the size of the vessels that the piers could accommodate.
 - Proponents stated that this wharf could accommodate any historic vessel up to 130 feet long and 30 feet wide. Further stated that this provides flexibility. Currently, there is a fleet of historic vessels maintained by other organizations. The Maritime Heritage Center does not have permanent control over which vessels would be located there. The center has established criteria (based on condition, safety, and insurance) by which they can determine whether or not a vessel can be present at this wharf. Proponents stated that there are six mooring locations; some gangplanks are designed for specific vessels. Further stated that there is flexibility in the plan. Further stated that four to five boats would be operating.
- Is intrigued by the weird and strange history of Lake Union. Would like to know how this design would amplify the dynamics of this lake. Suggests that the design team could develop a vertical element at the end of the pier as an allegory, rather than a direct interpretation, of what is taking place. Believes that the experience of the lake could be more than a physical connection.
 - Proponents stated that there are many opportunities for this throughout the park. The team stated that there might not be an opportunity for this element on the pier. Further stated that there are many opportunities along the water’s edge to directly interact with the lake. The purpose of this wharf is to set the stage for the historic vessels. Further stated that the design team values the Commission’s comments, but the scope of the project limits these piers to their practical uses. Further stated that there will be a tower element, developed as a component of South Lake Union Park; this may provide an opportunity to intensify the experience of the lake.
- Would like the team to explain the immediate connections to the wharf. Would like to know if there is a park to the west and the east of the docks.
 - Proponents stated that Terry Avenue extends to the docks, to the west. Further stated that the floor finish of the dock would continue past the eastern edge of the dock; this surface is currently asphalt.
- Would like to know if there is potential for retail uses at this location.
 - Proponents stated that retail is beyond the scope of this project.
- Appreciates the level of architectural detail and rich use of materials. Believes that the railing is sculptural and architectural. Would like to know if any artists will be involved in the project.
 - Proponents stated that artists would be involved in the design of South Lake Union Park.
- Encourages the design team to maintain the handrail. Does not believe that a segment of the handrail should be removed to accommodate the information panel.
 - Proponents stated that they hope the quality and craft of the handrail will motivate the

future designers of the information panel to develop the design to the same quality. Further stated that the team hopes that the interactive component would be complementary to the handrail.

Key Commissioner Comments and Concerns

- A representative from Department of Design, Construction, and Land Use (DCLU) would like to know if the floating piles at the South Lake Union Park wharf would cause the terrible screeching noise that is sometimes associated with floating piles.
 - Proponents stated that there would be a wave barrier, and the piers would have pin connections in order to alleviate this condition.

2 Aug 2001 Commission Business

ACTION ITEMS

A. TIMESHEETS

B. MINUTES FROM 19 JULY 2001-APPROVED

DISCUSSION ITEMS

C. OUTSIDE COMMITMENT UPDATES

D. DESIGN REVIEW UPDATE

2 Aug 2001 Project: Mt. Baker Rowing and Sailing Boathouse

Phase: Schematic Design/ NMF

Presenters: Todd Wolf, Abrahams Architects, Inc.

Robin Abrahams, Abrahams Architects, Inc.

Attendees: Pam Kliment, Department of Parks and Recreation (DOPAR)

Jack Lane, Mt. Baker Advisory Council

Peter Marshall, DOPAR

Anna Martin, Mt. Baker Advisory Council

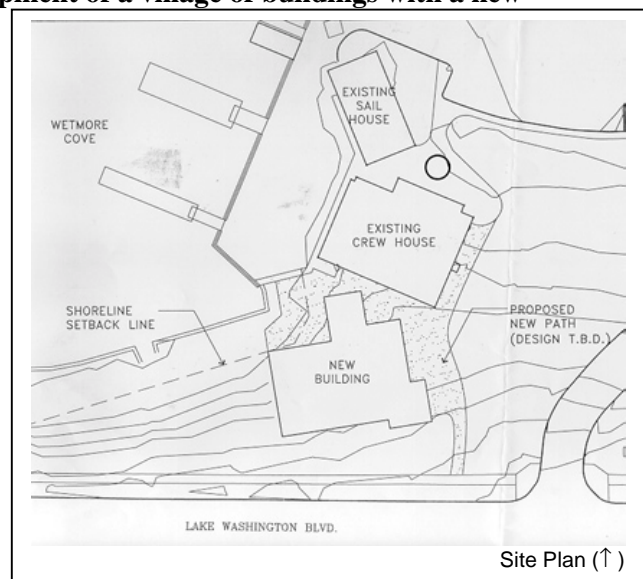
Peggy Tosdal, Mt. Baker Rowing and Sailing Center

Time: 1 hour (SDC Ref. # 222 | DC00240)

Action: The Commission appreciates the presentation and would like to make the following comments and recommendations as the team develops the design.

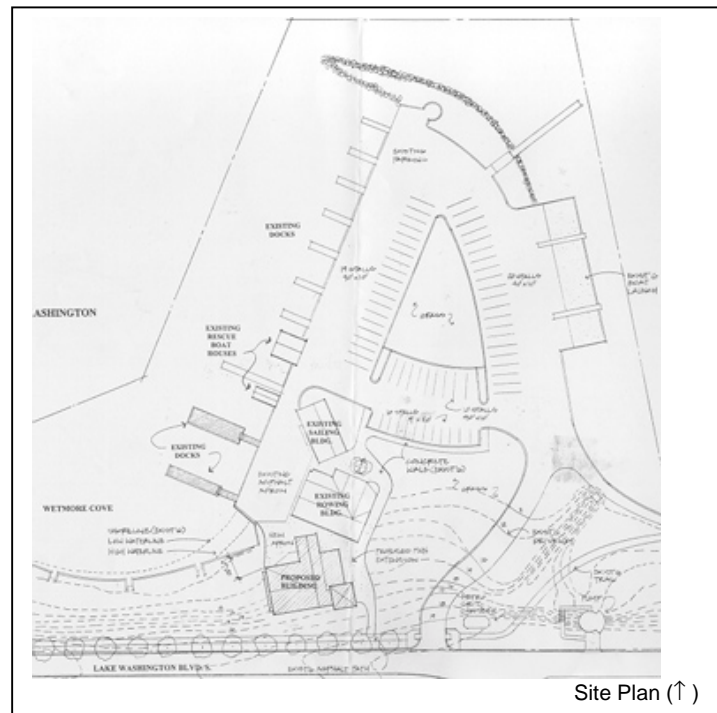
- The Commission is aware of the complexities of this small project, including the functional requirements of boat storage, the existing utilities required for other events, the views of the neighbors, and budgetary constraints;
- encourages the team to simplify the forms and develop the utilitarian character of the boat storage facility as the primary architectural vocabulary of the design;
- encourages the team to be innovative as they develop this design, so this facility becomes an architectural amenity in the community, especially the building façade along Lake Washington Boulevard;
- encourages the design team to amplify the unique experience within this facility and allow users to experience the boats throughout their visit to this facility;
- encourages the team to identify opportunities for the second floor meeting area to connect to the waterfront and its activities;
- recognizes the Commission is divided on the siting of the building; while some believe that the development of a village of buildings with a new building to the south is appropriate, the Commission would like to encourage the design team to present an analysis of other siting options at a future Commission meeting including the feasibility of simply expanding the existing sail house to the north; and
- approves the schematic design of this project.

The Mt. Baker Rowing and Sailing Boathouse is located along Lake Washington Boulevard, between 43rd Avenue South and 45th Avenue South on a



peninsula of Lake Washington. The 8000 square foot addition to the Mt. Baker facility is a candidate for Neighborhood Matching Funds. The design team presented the site selection and initial design approach of this addition. Currently, there is a sail house, a row house, two rescue boathouses, and existing docks. In 1985, these facilities expanded and the current buildings are used beyond their capacity. Some boats are stored off-site during the off-season. There are also safety concerns related to the volume of removal and placement of boats in the storage facilities.

The project program for the new addition includes boat storage (60%), shower/changing room, and a meeting room. The design team located the addition at the south edge of the site, close to Lake Washington Boulevard, to



complete the village of buildings on the site. Some of the other grassy areas of the site are above utilities and do not have direct access to the water. The boat storage areas of the proposed building face the water and minimize the need for a significantly larger apron. The sailboat storage area is double-height, so the sailboats can be stored with the masts raised. The rowing shell and kayak storage would be adjacent to the sailboat storage. Currently, there is no storage space for kayaks. The service areas of the building, storage, mechanical room, kitchen, and maintenance closets, are located within a second floor bar along Lake Washington Boulevard. The meeting area on the second floor provides an opportunity for a visual connection to the sailboat storage below. Because the bulk of the building is larger than that of the existing buildings, the design team has tucked the building into the hillside to minimize the height and bulk.

Key Commissioner Comments and Concerns

- Realizes that the building is not directly at the water because of environmental reasons. Would like to know how the neighbors feel about this project.
 - Proponents stated that the team has had several conversations with many of the neighbors. The view from two homes will be affected. Further stated that the team has not spoken with everyone in the neighborhood, and there are no neighbors directly across Lake Washington Boulevard.
- Believes that the view of Lake Washington from Lake Washington Boulevard is wonderful, as people have a direct, uninterrupted view of the lake. Would like to know if the team has considered siting the proposed building further away from the water to allow a better view from the boulevard.
 - Proponents stated that these changes would require a new apron, new water access, and additional administration areas. Further stated that these changes would remove some of the existing parking; this parking would need to be replaced elsewhere. Further stated

that there is a significant amount of utility access required on that portion of the site; these utilities serve the hydroplane races during Seafair. The team believed that this siting was appropriate, as existing buildings already block the view; the siting of the proposed addition is in a view corridor that is already minimized.

- Would like to know the nature of the proposed building elevation.
 - Proponents stated that the building would be very simple and they have not yet determined the exterior finishes. The southeast corner of the building, an entry tower, has been developed to address the community at the street.
- Is concerned that the inactive, unarticulated side of the building faces the street. Would like to know if this building is at a higher elevation than the existing buildings. Would like to know if the team has considered expanding the square footage of the existing facilities, which appear to be lower on the site.
 - Proponents stated that the finish floor elevation of the proposed building would be identical to that of the existing buildings. Further stated that the team did investigate an expansion of existing buildings, but this option would be cost-prohibitive.
- Encourages the team to develop the finishes of the elevation with earth tones, to lessen the visual impact of the building, and simplify the building.
 - Proponents agreed and stated that the team is working with DOPAR to repaint the existing buildings.
- Believes that the siting of the building is appropriate. Appreciates the “village” of buildings and believes that this assemblage creates a nice space along the waterfront. Supports the team’s decision to follow the existing functional vernacular. Suggests that the elevation design should be simplified further. Does not believe that the massing should be broken down in the back of the building. Believes that the functional/ shed building should be very direct.
 - Proponents stated that, at many meetings, the community members expressed dislike for the existing buildings. Community members prefer detail and further massing definition, rather than a large blank wall.
- Is not convinced that the “village” is the most appropriate approach.
- Appreciates the shed quality of the design, but would like to know if there would be opportunities for glazing along the street façade. Believes that people driving past should be provided with a view of the activities taking place inside, to understand the functions of this facility.
 - Proponents stated that glazing is a good idea, but they are concerned about the security of the storage areas.
- Does not believe that this is solely a storage facility, and it is not going to be dead building. Believes that the experience of sailing is very unique. Believes that, as people enter the facility, they should immediately be immersed in the experience. Does not believe that there should be separate people and boat entries.
 - Proponents stated that this is an intriguing idea. Sailing classes would directly experience the full scope of the boat storage areas. However, it would be difficult to provide this experience for those coming to register individual boats.
- Believes that the upper meeting area will be an exciting space. Believes that this space should also

have a strong connection to the water.

- Would like to know if this facility would have sailboards.
 - Proponents stated that the facility has 14 sailboards, which are located in the existing sailing building. Further stated that the facility does not intend to increase the size of the fleet. The sea kayaks, which will be located in the proposed building, would be closer to the beach; the siting of this proposed building is appropriate for this use.

2 Aug 2001 Project: **Parks NMF/ CRF**

Phase: Briefing

Previous Reviews: 25 January 2001 (Update), 17 August 2000 (Update), 3 February 2000 (Update),
5 August 1999 (Update)

Presenter: Pam Kliment, Department of Parks and Recreation (DOPAR)

Attendee: Peter Marshall, DOPAR

Time: 1 hour (SDC Ref. # 220 | DC00042)

Action: The Commission appreciates the briefing and intriguing dialogue about the Department of Parks and Recreation concerns about NMF projects and looks forward to future updates.

The Department of Neighborhoods (DON) sponsors the Neighborhood Matching Fund (NMF) grant program. There are two grant sizes. Twice a year, people can apply for a grant of \$10,000 or less. The grant is matched by cash, labor, and in-kind donation. Design and planning projects only require a one to two match, while construction projects require a one to one match, to encourage design and planning. There are also large project fund grants. Through this program, people may apply for grants greater than \$10,000, and people apply for these funds after schematic design has been completed. DOPAR works with DON to identify ways to raise funds. DOPAR also works with community members to teach them how to write Requests for Proposals and interview consultants. The NMF program is a good way to get projects started; many Pro Parks projects have begun with NMF funded design. Therefore, Pro Parks funds can be saved for construction projects.

Pam Kliment offered a list of current community initiated projects to the Design Commission to examine and indicate which ones they would like to see in more detail. Pam Kliment briefed the Commission on design issues associated with a range of NMF projects. Many concerns in community-initiated projects are related to the role community members play.

One concern is the overwhelming desire for recognition. *“Often there is a sentiment from the organizers of the project that these people need to be recognized with a physical element in the park. Many contributing organizations require physical recognition at the site.”* DOPAR would like to propose alternatives to this system, and they would like to suggest the idea of creating a distinctive “take-home” item. For example, when Starbucks contributes funds, they simply place a photo of the project at one of their stores or offices; they do not require recognition at the site of the project.

Memorialization is another common theme found throughout many parks. *“The impetus for many projects is the desire to remember and honor a tragic situation in their neighborhood and life.”* There are many memorial benches throughout the city and people would like to memorialize a person or event in a significant location. There are restrictions on the actual wording of the memorial itself. Many

DOPAR would like to better define the role of control over projects. *“The community signs the contract with the designer. DOPAR is the property owner. In almost every project there is a struggle to have a sense of all of the relationships. Since the design team meets often separately with the community they tend to come to DOPAR with established and public decisions.”*

DOPAR has an “Art in the Park” policy, but this policy is separate from the Seattle Arts Commission. Many DOPAR projects have art pieces, but it is not clear whether or not these pieces qualify for this.

Key Commissioner Comments and Concerns

- Encourages DOPAR to educate community members about the way by which larger corporations, such as Starbucks, obtain recognition for their contribution to a project.
- Recognizes that individual citizens needs and corporate sponsor needs may be different. Local citizens may desire recognition so they can be proud that they have made a difference in their own neighborhood. Recognizes that the media hosts an annual volunteer awards program. Believes that DOPAR or DON could host a similar, high profile event during which all of the recognition can take place at once. Perhaps an event such as this could inspire a spirit of healthy competition between neighborhoods and encourage community pride. Believes that the community members should be recognized in order to promote further civic participation.
 - Project Planner stated that the typical trend of recognition is no longer tiles; the current trend is boulders with sandblasted names.
- Appreciates the opportunity to talk about common themes of NMF park design and construction. Believes that endowment has become a marketing tool. Believes that there should be other forms of commemoration. Would like to know if there would be an opportunity for recognition in either the City Hall interior or the main DOPAR building. Believes that this may be appropriate in the Cultural Café of City Hall. Does not believe that the recognition must be an enormous plaque; the form of recognition could be in some digital form.
- Recognizes that people may memorialize, through a tree or fountain, at the University of Washington. However, identification can not be applied.
 - Project Planner agreed that this is a good idea and stated that a park is about life, not death.
- Does not believe that commemoration should be rejected, rather the method of commemoration should be more practical.
- Would like to know if there are opportunities by which collective contributions can be used memorialize in a more significant way.
 - Project Planner stated that there are some very large tragedies, like crash of Alaska Airlines Flight 261.
- Believes that some of the memorials are not appropriate opportunities to express grief. Believes that a true memorial should meaningful to the public one hundred years from now.
- Believes that DOPAR should exercise their control over projects. Believes that DOPAR should have a voice in project design and planning, as these projects are on public land, and they are public facilities. Hopes that DOPAR can discourage the continuing privatization of public space.
- Believes that the public should be involved in the development of the project, as there are many voices in this conversation. Believes that there must be a consistent strategy.
- Believes that many memorials are very static. Would like to know if there are opportunities for more dynamic memorials. Believes that DOPAR has to satisfy the need for memorials without cluttering all of the parks.